


manual change transmittal - errata

		NO.
TITLE DIVISION OF DESIGN HIGHWAY DESIGN MANUAL FIFTH EDITION - ERRATA TO CHANGE #5	APPROVED BY  KARLA SUTLIFF, Chief	Date Issued: 05/06/02
		Page 1 of 3
SUBJECT AREA TABLE OF CONTENTS, CHAPTERS 200, 300, 400, 500, 900, 1000	ISSUING UNIT DIVISION OF DESIGN	
SUPERCEDES SEE BELOW FOR SPECIFIC PAGE NUMBERS	DISTRIBUTION ALL HOLDERS OF THE 5 TH EDITION, HIGHWAY DESIGN MANUAL	

The California Department of Transportation released Change Number Five to the Highway Design Manual, Fifth Edition, on November 1, 2001. Several errors have been identified, and the corrections are contained in the attached errata sheets. Please replace the existing sheets in your Highway Design Manual with the corrected sheets attached. A summary of the corrections are as follows:

- Table of Contents** **List of Figures, Page xxxii**
Figure 504.7B was erroneously titled "Lane Configuration of Weaving Sections Sections." It has been corrected to read "Lane Configuration of Weaving Sections."
- Figure 202.6** **Superelevation of Compound Curves, Page 200-15**
The subscripts of the variables denoting superelevation rate for smaller and larger radius curves were transposed. They have been corrected to read e_s and e_L , respectively.
- Table 204.8** **Falsework Span and Depth Requirements, Page 200-23**
Note (4) - "See Index 204.6" has been corrected to read "See Index 204.8."
- Index 206.3(4)** **Shoulder Reduction, Page 200-30**
"Figure 504.3B" has been corrected to read "Figure 504.3K."
- Index 207.3** **Submittal of Airway-Highway Clearance Data, Page 200-35**
Third bullet - "Relationship between the proposed highway alignment and vertical profile to the nearest runway and vertical profile to the nearest runway or heliport primary surface." Has been corrected to read "Relationship between the proposed highway horizontal alignment and vertical profile to the nearest runway or heliport primary surface."
- Index 307.3(3)** **Bridge Widths and Rails for RRR Projects, Page 300-12**
Fourth paragraph - The term "Desirable Minimum" has been corrected to read "RRR Shoulder Width."
- Index 404.2(1)** **STAA, Page 400-5**
First paragraph - The phrase "Vehicle dimensions spelled out in federal law on the maximum length of the semi-trailer..." has been corrected to read, "Vehicle dimensions are spelled out in federal law on the maximum length of the semi-trailer..."

Topic 407 **Truck and Bus Turning Templates, Page 400-27**

First paragraph - “Figures 407A through E are turning templates at a scale of 1:500 for the three types of design vehicles described in Topic 404. A computer model of truck offtracking generated these ‘hard copy’ templates. The printed templates can be used as overlays to evaluate the adequacy of the geometric layout of a curve when reproduced on clear film and scaled to match the highway drawings. The templates are used to evaluate the adequacy of the geometric layout of a curve. The lines on the template delineate the path of the wheels ...” has been corrected to read, “Figures 407A through E are turning templates at an approximate scale of 1:500 for the three types of design vehicles described in Topic 404. A computer model of truck offtracking generated these ‘hard copy’ templates. The printed templates can be used as overlays to evaluate the adequacy of the geometric layout of a curve when reproduced on clear film and scaled to match the highway drawings. The lines on the template delineate the path of the wheels ...”

Figures 407A-E **Truck and Bus Turning Templates, Pages 400-28 through 400-32**

These templates were stated to be printed at a scale of 1:500, but were erroneously printed at various scales. The templates have been replaced with the previous templates originally published for the Fifth Edition. The previous templates were approximately 1:500 in scale.

Index 504.2(2) **Standard Designs, Page 500-10**

First paragraph – “Figure 504.3K” has been corrected to read “Figure 504.3L.”

Figure 504.2C **Location of Freeway Ramps on a Curve, Page 500-13**

The dimension line for “standard distance” in the top diagram has been extended from the exit nose to the divergence point. In the bottom diagram, the point denoting the point of compound curve between R_3 and R_2 on the right edge of traveled way on the exit ramp has been added.

Index 504.3(2b) **Metered Multi-Lane Entrance Ramps, Page 500-16**

Second paragraph – The phrase “i.e., off-tracking, sight restriction, acceleration of characteristics on upgrades, etc.” has been corrected to read, “i.e., off-tracking, sight restriction, acceleration characteristics on upgrades, etc.”

Index 504.3(2i) **Modifications to Existing HOV Preferential Lanes, Page 500-19**

Semi-colons had been incorrectly used and have been changed to commas.

Figure 504.3C **Typical Freeway Entrance Loop Ramp With 2-Lane Ramp Meter, Page 500-24**

A circle has been added around the “1” for Note 1. Note 2: “Enforcement area dimensions undercrossing structure widening.” has been corrected to read, “Enforcement area dimensions may be adjusted to minimize undercrossing structure widening.” Note 4: A comma has been added after the word “speeds.”

Figure 504.3D **Typical Freeway Entrance for Ramp Volumes <1500 VPH With 2-Lane Ramp Meter, Page 500-25**

The width of the CHP Enforcement Area has been corrected from “7 m Min” to “4.6 m Min.”

Figure 504.3E **Typical Freeway Entrance for Ramp Volumes >1500 VPH With 2-Lane Ramp Meter, Page 500-26**

The width of the CHP Enforcement Area has been corrected from “7 m Min” to “4.6 m Min.” The leader line and arrow from the note on the diagram that reads “Tangent or Var Radius” has been corrected to refer to the left ETW of the ramp. The dimension line of “See Note 2” has been shortened; and in the corresponding wording of Note 2, “the ramp/mainline convergence point” has been corrected to read, “the 2 m separation point.”

Figure 504.3F **Typical Freeway Entrance for Ramp Volumes <1500 VPH, 3-Lane Ramp Meter, Page 500-27**

The dimension across three lanes on the entrance ramp has been added to read “10.8 m.” The omitted dimension “3.6 m” has been added in four places.

Figure 504.3G **Typical Freeway Entrance for Ramp Volumes > 1500 VPH, 3-Lane Ramp Meter, Page 500-28**

On the diagram, “See Note 3” has been corrected to read “See Note 2” and “See Note 4” has been corrected to read “See Note 3.” The dimension line of “See Note 2” has been shortened; and in the corresponding wording of Note 2, “the ramp/mainline convergence point” has been corrected to read, “the 2 m separation point.”

Index 504.5 **Auxiliary Lanes, Page 500-37**

Third paragraph – “Figure 504.3C” has been corrected to read “Figure 504.3L.”

Index 902.2(1) **Sight Distance Setbacks, Page 900-3**

Third paragraph – “Figure 504.3A” has been corrected to read “Figure 504.3J.”

Index 902.4 (2) **Valves and Sprinklers, Page 900-6**

Fourth paragraph – “Sprinkler protectors are to be used on sprinklers adjacent to the pavement as well as pop-up risers and breakaway couplings” has been corrected to read “Sprinklers, other than pop-up, subject to being driven over should be provided with flexible risers or flow shutoff devices. Sprinkler protectors should be used on pop-up sprinklers and quick coupling valves adjacent to pavement.”

Index 1003.3(3) **Destination Signing of Bike Routes, Page 1000-24**

“Figure 1004.4” has been corrected to read “Figure 1004.5”.

If you identify any additional errors in the manual, please contact your Design Reviewer or John Burnside, Highway Design Manual Editor, at (916) 653-0676 or CALNET 453-0676.